

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4437.

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TUESDAY, JANUARY 5, 1904.

二拜禮

號五月正英港香

330 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1886.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

Head Office: YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On Deposits at the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND:—
Sterling Reserve \$10,000,000
Silver Reserve \$6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., N. A. Siebs, Esq.
E. Goss, Esq., H. W. Slade, Esq.
C. Michelau, Esq., C. A. Thomas, Esq.
H. Schubert, Esq., E. S. Wheeler, Esq.
E. Shellin, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. M. BEVIS.

LONDON BANKERS: LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On Deposits at the Daily Balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1903. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Paid up Capital \$243,374

HEAD OFFICE: HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq., J. Scott Harston, Esq.
Chow Tung Shing, Esq., J. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 12th May, 1903. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tals 5,000,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Hankow,
Tientsin, Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [25]

TO LET.

NO. 1, RIFON TERRACE in FLATS.

No. 4, RIFON TERRACE.

No. 15, WONG NEI CHONG ROAD, facing
Race Course.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLACK PIER).

GODOWN No. 34, BLUE BUILDINGS.

GODOWNS: PRAYA EAST.

Apply to
THE HONGKONG LAND INVEST
MENT & AGENCY CO., LD.

Hongkong, 1st December, 1903. [26]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [27]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL U.S. Gold
\$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office: NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
FARMER'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED
On Current Accounts at 2 per cent. annum.

On Fixed Deposits:
For 3 months 2 1/2 per cent. annum.

" 6 " 3 1/2 " "

" 12 " 4 " "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1903. [20]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
Gold \$7,992,173.37 = about £1,640,000.

CAPITAL AND SURPLUS AUTHORIZED
Gold \$10,000,000 = £2,015,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.

LONDON OFFICE:
THREADENEE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,

MEXICO, MANILA, SHANGHAI, SINGA-
PORE, YOKOHAMA, BOMBAY,

CALCUTTA
AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.

CREDIT LYONNAIS, DISCOMPTER BANK,
COMPTOIR NATIONAL D'ESCOMPTE
DE PARIS, &c.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tals.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

HEAD OFFICE: SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 1/2 per cent. annum Fixed Deposits for 3 months.

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Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON MARKS.

SINGAPORE and BOMBAY... TIENTSIN About 6th } Freight only.
(Calling at Penang if sufficient }
inducement offers) H. W. Kenrick, R.N.R. }
January }
LONDON and ANTWERP via }
SINGAPORE, PENANG, }
COLOMBO, PORT SAID and }
MARSEILLES About 11th } Freight and
January } Passage.
YOKOHAMA via SHANGHAI, }
MOI and KOBE. }
(Passing through the Inland Sea.) }
PALMA About 11th } Freight and
January } Passage.
G. W. Cockman, R.N.R. }
SHANGHAI MALTA About 15th } Freight and
January } Passage.
C. L. Daniel }
LONDON, &c. COROMANDEL Noon, 16th } See Special
January } Advertisement.

For Further Particulars, apply to

Hongkong, 5th January, 1904.

E. A. HEWETT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS: SAILING DATES.

* KLAUSCHOU WEDNESDAY, 6th January, 1904.
BAYERN WEDNESDAY, 20th January, 1904.
SACHSEN WEDNESDAY, 3rd February, 1904.
GERA WEDNESDAY, 17th February, 1904.
SEYDLITZ WEDNESDAY, 2nd March, 1904.
ROON WEDNESDAY, 16th March, 1904.
PREUSSEN WEDNESDAY, 30th March, 1904.
HAMBURG WEDNESDAY, 13th April, 1904.
PRINZ HEINRICH WEDNESDAY, 27th April, 1904.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 6th day of January, 1904, at Noon, the Steamship
"KLAUSCHOU" of the HAMBURG-AMERIKA LINIE, Captain Behrens, with
MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at
NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 4th January, Cargo and
Specie will be received on Board until 5 p.m., on TUESDAY, the 5th January, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 5th January.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 5th January, 1904.

MELCHERS & CO.,
AGENTS.

Intimations.

LANE, CRAWFORD & CO.

THE FAVOURITE BRAND FOR TWENTY YEARS.

LANE, CRAWFORD & CO. BOTTLE WHISKY
Gutter Palmer & Co. London
SHIPPERS
LANE, CRAWFORD & CO. BOTTLE WHISKY
AS SUPPLIED TO THE LEADING CLUBS AND HOTELS.
PRICE: Per Dozen \$17.00. Per Bottle \$1.50.

LANE, CRAWFORD & CO.
Hongkong, 2nd January, 1904. [38]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.
Monthly Boarders accommodated on very moderate terms.
For Particulars apply to THE MANAGER.

NOTICE

TO THE WEARIED.

There is no nicer place to spend a few days in quiet rest, than

MACAO.

And there is no more comfortable Hotel in the Far East, than the

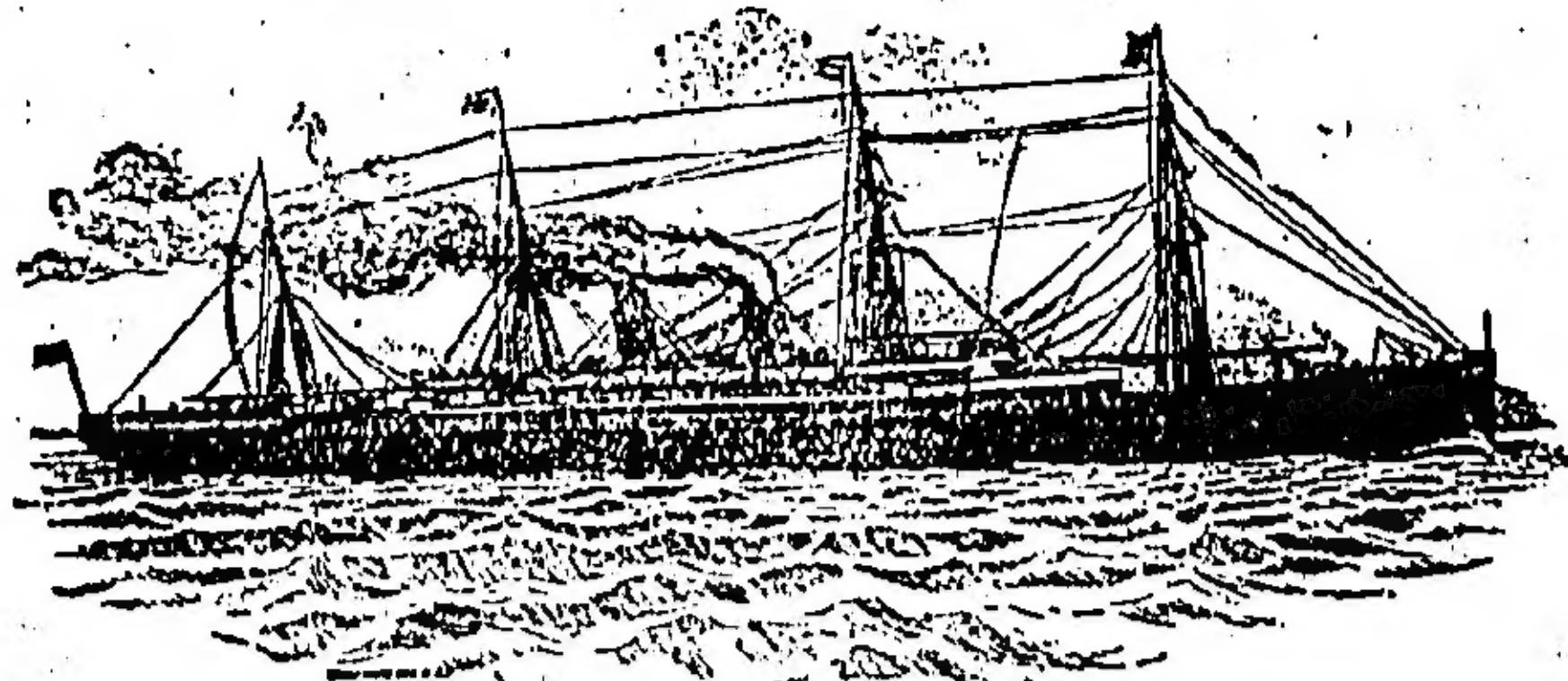
MACAO HOTEL.

WM. FARMER,
Proprietor.

Intimations.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

| | | |
|-----------------|------------------|-----------------------------------|
| "HONGKONG MARU" | 6,307 Gross Tons | SATURDAY, 9th January, at Noon. |
| "CHINA" | 5,060 " | TUESDAY, 19th January, at Noon. |
| "DORIC" | 4,784 " | FRIDAY, 29th January, at Noon. |
| "NIPPON MARU" | 6,307 " | SATURDAY, 6th February, at Noon. |
| "SIBERIA" | 11,284 " | SATURDAY, 13th February, at Noon. |
| "OPTIC" | 4,352 " | TUESDAY, 23rd February, at Noon. |
| "AMERICA MARU" | 6,307 " | WEDNESDAY, 2nd March, at Noon. |
| "KOREA" | 11,276 " | THURSDAY, 10th March, at Noon. |
| "GABRIEL" | 4,205 " | SATURDAY, 19th March, at Noon. |

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th instant, at Noon, taking freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

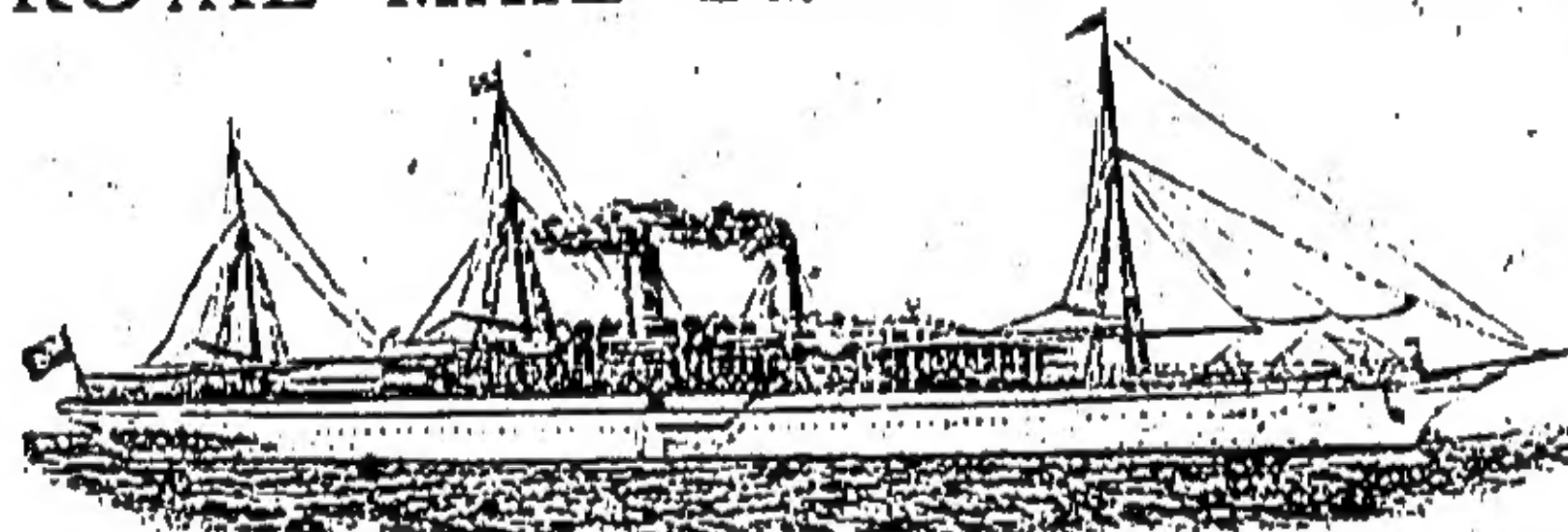
Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first-class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bill of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door bathing; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. J. STUART THOMSON, Acting Agent.
Hongkong, 12th January, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

| | |
|---|---|
| "EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 16 Knots. | PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION). |
| R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons | WEDNESDAY, 13th January. |
| "ATHENIAN" ... 3,882 " | WEDNESDAY, 27th January. |
| "EMPRESS OF INDIA" ... 6,000 " | WEDNESDAY, 10th February. |
| "TARTAR" ... 4,425 " | WEDNESDAY, 24th February. |
| "EMPRESS OF JAPAN" ... 6,000 " | WEDNESDAY, 9th March. |

Hongkong to London, 1st Class, £60. Via St. Lawrence £60. Via New York £62.

Steamers, and 1st Class Rail ... £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent,
9, Pedder's Street.
Hongkong, 1st January, 1904.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

| STEAMER | DESTINATIONS | SAILING DATES |
|------------|-------------------------------------|---------------------------------------|
| NUBIA | NEW YORK | 5th January. Freight. |
| von Hoff | ROTTERDAM and HAMBURG. | 10th January. Freight and Passengers. |
| SAVOIA | (Calling at SINGAPORE and COLOMBO). | |
| Kirchner | HAVRE and HAMBURG. | 15th January. Freight. |
| AMBRIA | (Calling at SINGAPORE and COLOMBO). | |
| Duckstein | HAVRE, BREMEN and HAMBURG. | 30th January. Freight and Passengers. |
| WURBURG | (Calling at SINGAPORE and PENANG). | |
| v. Binner | HAVRE and HAMBURG. | 6th February. Freight. |
| ALBESIA | (Calling at SINGAPORE and COLOMBO). | |
| SITHONIA | HAVRE and HAMBURG. | 23rd-Feb. Freight. |
| Hildebrand | (Calling at SINGAPORE and PENANG). | |
| BAMBERG | HAVRE and HAMBURG. | 8th March. Freight. |
| Mitlaß | (Calling at SINGAPORE and COLOMBO). | |

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 11, Queen's Buildings.

Hongkong, 4th January, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.
F. W. OSBORNE, Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

| | | |
|--------------|------------|----------------------|
| S.S. "HONAM" | 2,363 tons | Captain H. D. Jones. |
| "POWAN" | 2,338 " | G. F. Wilson, R.N.R. |
| "FATSHAN" | 2,260 " | A. W. Dixon. |
| "HANKOW" | 3,073 " | C. V. Lush. |
| "KINSHAN" | 2,865 " | J. J. Lush. |

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ... 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).
Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN" ... 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" ... 588 tons, Captain B. Branch.

"NANNING" ... 569 tons, C. Butchart.

"TAK HING" ... 518 tons, R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 7th November, 1903.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

C. W. CLARK,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Vaux Road.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for—

DR. AUER VON WELSBACH CO.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

43]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

16, DES VEAUX ROAD CENTRAL,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM

F. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c., &c., &c.

SHIPS' STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES

Hongkong, 15th December, 1903.

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in position, in his New and
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
SPECIALITY

Hongkong, 22nd September, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam-Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G

CHINA PROVIDENT LOAN AND
MORTGAGE CO., LIMITED.

THE SEVENTEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the Company will be held at the
OFFICES of the Company, 14, Des Vaux Road,
on SATURDAY, 16th January, 1904, at 11
o'clock A.M., for the purpose of receiving a
Statement of Accounts and the Report of the
General Managers for the year ending 31st
December, 1903, declaring a Dividend and
electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from WEDNESDAY, 13th
January, 1904, to SATURDAY, the 16th
January, 1904, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 4th January, 1904. [77]

HONGKONG AND CHINA GAS
COMPANY, LIMITED.

THE above Company beg to inform their
Customers that every Inspector, on read-
ing a meter for the monthly account, should
leave a slip with the consumer denoting the
index he records.
The Company earnestly hope that Customers
will at once Check the Figures with the meter
index for themselves and report any error, or
failure to leave the notification of the reading,
at once to the undersigned.
GEORGE CURRY,
Local Secretary.
Hongkong, 4th January, 1904. [78]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from
the Military Authorities that 15-P.
B. L. GUN PRACTICE will be carried out
from close to the 1st Mile Stone under Mount
Davis in a South-Westerly direction at ranges
from 800 to 1,800 yards.
Practice will commence at 4 P.M. on Satur-
day, January 9th, if the range is clear.
By Command,
A. M. THOMSON,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 4th January, 1904. [79]

NOTICE.

THE Date of CLOSING of ENTRIES for
the FORTHCOMING RACES has been
POSTPONED from the 9th JANUARY to
SATURDAY, 16th.

By Order,

T. F. HOUGH,
Clerk of the Course.
Hongkong, 29th December, 1903. [1562]

NOTICE.

AN OLD ALLENYIAN DINNER will
be held on WEDNESDAY, the 13th
JANUARY, 1904, at the HONGKONG HOTEL.
The Undersigned will receive names of any
Old Alleenians who have not yet been com-
municated with.

H. ARTHUR,
Care of Messrs. JARDINE, MATHESON & Co.
Hongkong, 30th December, 1903. [1564]

DEUTSCHE WEINGESSELLSCHAFT
DUHR & CO., COELN.

STOCK ON HAND OF
AHRLEICHART, a red Abr Wine at \$18.50
GRAACHER, Moselle at \$16.50
LAUBENHEIMER, Hock at \$15.00
All per Case of 24 Quarts.
Price Reductions for Larger Orders.
GROSSMANN & CO.
Hongkong, 16th October, 1903. [1559]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.
In Bags of 25½ lbs. net \$2.85 ex Factory.
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 26, Connaught Road Central.
Hongkong, 9th February, 1904. [157]

THE AMERICAN SYSTEM
OF

DENTISTRY.

DR. M. H. CHAUN,
27, DES VEAUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 1st January, 1904. [158]

NOTIFICATION.

CHINESE INDEMNITY OF 1901.

AN INSTALMENT of 25 per cent of the
Certificate amount is hereby declared
payable on COUPON "D" of Certificates
issued in Payment of British Private Claims
under the Provisions of the Notification of the
12th June, 1902.

COUPONS are PAYABLE at the OFFICE
of the HONGKONG AND SHANGHAI BANKING
CORPORATION, 31, LOMBARD STREET, LO-
NDON, and negotiable at Branches and Agencies,
Hongkong and China.

H. M. BEVIS,
British Delegate.

Shanghai, 4th January, 1904. [175]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.
PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
CRPTION IN STOCK.
INCLUDING—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,

TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical
work.

Trained Mechanics sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,
A.M. INST. C.E.,
Manager.

Hongkong, 2nd April, 1903. [61]

THE CHINA CURRENCY.

II.
HOW TO ESTABLISH IT ON A SOUND BASIS.

In our first article we outlined most of the main reasons why the reform of the Chinese currency should be set about at once. We now propose to consider what is thought to be the best means of securing such a reform that there shall be no longer the tremendous dislocations of trade which have been experienced during the past year or two.

In the first place it is an axiom that a coinage must suit the needs of the people. The dwellers in May-fair and Fifth Avenue might find gold not only useful but convenient, the people of other districts use silver as their best medium, and, going to the other extreme, the denizens of the slums are suited in their needs by the humble "copper," even the farthing being found useful at times. So, in China, it is evident that a gold coinage is out of the question. At present rates of exchange the penny, instead of being divided into four parts, would be turned into more than forty, and with each of these the possessor can buy something. This consideration alone is sufficient to show the impossibility of a gold currency for China as she is.

But fortunately there is no necessity for a gold currency. What is proposed for China is a silver coinage ("cash") to remain in some form with a gold standard. The immense amount of silver already existing in China will thus be utilized, and there will be no violent wrench as there would be by the establishment of a gold standard with a gold currency.

It is perhaps worth while to show the impossibility of the latter, even if the conditions otherwise were favorable which they are not. Were the silver countries to attempt the feat they would have to absorb nearly half of the present existing gold coinage of the world. Have they the capital or the financial command over interest rates to enable them to do this? Other nations would not willingly part with their yellow metal, and the effort would end disastrously, for even though it proved a failure it would cause such perturbations in the money market as would produce most serious results even in the gold countries themselves. It is satisfactory to know therefore that the silver countries have no such intention. What they hope to do is to follow the example of India, utilize their silver, check coinage, and so bring up their currency to the required level.

The following are some of the suggestions put forward with regard to China:—
a.—That she should adopt a standard unit of value consisting of so many grains of gold as would approximate the value of the Government-issued, and that provision should be made for the free coinage of suitable multiples of this unit.

b.—That she should coin as rapidly as possible silver coins about the size of a Mexican dollar, for circulation in the country. These to be maintained at par with the standard gold unit at a ratio of about 35 to 1. Subsidiary coins to be provided.

c.—It will be seen from this suggestion that China is advised to do away entirely with provincial issues and accept responsibility for the mass of alien currency now doing duty. The question of ratio is of importance. Java maintains the old European ratio of 155 to 1 by the sale of foreign exchange at that permanent gold value. Russia maintains hers at 25 to 1. Japan's is approximately 12 to 1, and the Americans propose the same relation very closely for the Philippines. The advantage of doing this is seen in the lessening of the temptation to counterfeit which was practically uncontrollable with a ratio of 155 to 1.

d.—Both the gold and silver coins to be receivable at par in payment of all obligations due to the Government.

e.—The Government at its discretion, in conjunction with the Viceroy, from time to time, to declare by proclamation in the various provinces, the new coins legal tender for debts incurred after a date fixed. Previous debts paid as contracted.

f.—For the expenses of the inauguration of the system and for the maintenance of the silver coins, the Chinese Government to open credit accounts in London, Paris, Berlin, St. Petersburg, Yokohama, and New York against which it may draw bills at a fixed rate somewhat above the usual banking rates. Such drafts to be made only under the direction of the Controller of the Currency, (it is suggested that he be a foreigner); but to be made on demand for all depositors of the new silver coins in sums of not less than, say, 10,000 taels.

g.—Any necessary loan to be secured by sources of revenue sufficient to yield an amount which will provide for the needed interest and sinking fund.

h.—The seigniorage profit from coinage to be kept as a separate fund, and placed as a gold deposit with the foreign depositaries.

i.—For replenishing the gold fund after its reduction by drafts, the controller to honour silver drafts drawn by the foreign agents of the Treasury in exchange for gold, at rates fixed by the Controller.

j.—Provision to be made for a banking law under which bank note kept at par with the legal tender currency may be issued by responsible banks under the supervision of the Controller.

Such are the main suggestions offered for the new departure which cannot in some form or other be long delayed. As Mr. Wm. Keswick said at the China Association dinner, "It must be done, and it will be done; but how it is to be brought about is a problem almost beyond the wit of man to solve." The operations attending the indemnity payments, it has been remarked, help still further to demoralize an already demoralized exchange market, and thus impair the ability of China to purchase foreign goods. But the greatest of all difficulties will be found in China herself, in the jealousy of vested interests, the interests of the mandarin, the

bankers, and others who in one way and another benefit by the chaotic condition of things as they are. The introduction of a stable currency under a Foreign Controller would mean the establishment of an honest system of governmental control similar to that of the Imperial Maritime Customs Service. How that would square with the desires of the powers that be can be determined only by those powers themselves. And so, though, as we shall see, reform is inevitable, we are at one with Mr. Keswick in our inability to see the exact shape in which it must come. At the moment the outrageous conduct of Russia bars the way. But we hope, for a speedy settlement of the Manchurian question, after which the way will be clear for financial changes.—*Shanghai Mercury.*

Notices of Firms.

NOTICE.

THE PARTNERSHIP hitherto existing between Myself and Mr. JOHN HASTINGS having been dissolved by effluxion of time, my Business will in future be carried on under the Firm Name of DEACON, LOOKER and DEACON.

VICTOR H. DEACON.

10, QUEEN'S ROAD, Hongkong, 1st January, 1904. [65]

NOTICE.

THE PARTNERSHIP between Mr. VICTOR H. DEACON and Myself having expired, I shall carry on my Business in future at No. 2, WYNDHAM STREET (Old German Club Premises).

JOHN HASTINGS.

Hongkong, 1st January, 1904. [66]

NOTICE.

WE have authorized Mr. L. M. H. BOIS-SEREE from this Date to sign the Firm.

LUTGENS, ESTIMANN & CO.
Hongkong, 1st January, 1904. [70]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept RISKS against FIRE at CURRENT RATES.

SIEMSEN & CO.

Hongkong, 1st January, 1904. [67]

For Sale.

FOR SALE.

HEATH'S PATENT HEZZANITH BELL SEXTANTS.
Other Makers: HUGHES, CARY & POTTER, &c., to be sold cheap.

Apply—

"BOX,"
C/o Hongkong Telegraph Office,
Hongkong, 22nd December, 1903. [1535]

FOR SALE.

INCANDESCENT GASOLINE LAMPS
OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge. Naptha of the best kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace,
Hongkong, 2d January, 1904. [57]

Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"HONGKONG MARU."

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 5th instant, at 4 P.M., will be landed and stored at Consignees' risk and expense.

J. STUART THOMSON,

Acting Agent,
Hongkong, 2nd January, 1904. [51]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA,"
Captain Schönfeld, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 4th January, 1904. [74]

Consignees.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"
FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

Cargo ex the above Steamer having arrived per "HONGKONG MARU" from KOBE, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside the latter Steamer.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents,
Hongkong, 4th January, 1904. [12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"BENGAL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. India.
From Australia, ex S.S. Britannia.
From Calcutta, ex S.S. Palawan.
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent,
Hongkong, 2nd January, 1904. [4]

S.S. "POLYNESIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. Memphis and Charante, from Havre ex S.S. Charante and from Bordeaux ex S.S. Ville de Lyons, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 30th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 6th January, 1904, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th January, 1904, or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 6th January, 1904, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent,
Hongkong, 30th December, 1903. [1046]

FROM HAMBURG, EMDEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"BADENIA,"
Captain Rösden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th January, 1904, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th January, 1904, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office,
Hongkong, 31st December, 1903. [1509]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PALERMO,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 6th January, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent,
Hongkong, 31st December, 1903. [4]

Intimations.

WHOSE FAULT IS IT?

The world is full of disease and pain. Whose fault is it? Everybody's; therefore often the fault of the sufferers themselves. But the pressing question is, what to do, how to relieve, how to cure. What would become of us if means were not found to destroy disease? Why, of the course, disease would destroy us and the world would be depopulated. Until we learn how to prevent disease, we must be thankful for the means of abating and curing it after it has seized upon us, and stands, like a savage with uplifted axe, ready to take our lives. Especially do we need some sure and speedy form of treatment for those complaints which are universal, which arise in every country and climate, and ravage poor humanity at all seasons of the year. We allude to such ailments as Nervous and General Debility, Hysteria, Scrofula, Chronic Diarrhoea, Asthma, Throat and Lung Complaints, Blood Impurities, and the ills of women and children. For these

WAMPOLE'S PREPARATION comes as near to being an actual specific as any medicine yet discovered. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. You may almost say that it is *Life itself* embodied in a single article made by human hands. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition. It stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it marvellous success in medicine." Every dose effective. "You cannot be disappointed, in it." Sold by chemists here and throughout the world and A. S. Watson & Co., Limited.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO.

Hongkong, 10th January, 1904. [54]

THE ROBINSON PIANO CO. LTD.

THERE IS NO XMAS GIFT GIVES SUCH GREAT AND PERMANENT PLEASURE AS

THE "APOLLO" PIANO PLAYER

PRICE: From \$450 up.

IT IS A REVELATION

Pay PART Cash and Balance LATER.

VICTOR TALKING MACHINES

absolute reproduction of the human voice.

Songs by the Best Singers, Comic Songs and Speeches, Good Band Music,

SPECIAL OFFER at this Season.

PAY for the Records now and for the Machine LATER.

PIANOS: Magnificent instruments at specially Low Prices during Xmas week. Do not fail to inspect our stock if you wish to make a handsome gift.

Our NEW STOCK OF MUSIC has arrived.

Hongkong, 22nd December, 1903. [39]

NOTICE.

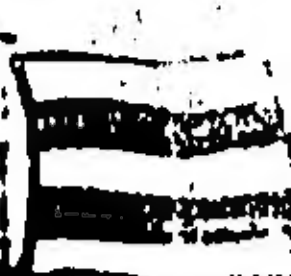
THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1903.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|------------------------------|--|-----------------------------------|
| TAMBA MARU J. W. Wale | MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID | SATURDAY, 9th Jan., at Daylight. |
| RIJUN MARU F. L. Pyne | VICTORIA, B.C. AND SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA | TUESDAY, 12th Jan., at 4 P.M. |
| KAMAKURA MARU H. Peterson | KOBE AND YOKOHAMA | FRIDAY, 15th Jan., at Daylight. |
| BONHAY MARU T. Murai | KOBE AND YOKOHAMA | THURSDAY, 21st Jan., at Noon. |
| NIKKO MARU E. W. Haswell | SYDNEY, MELBOURNE and ADELAIDE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | FRIDAY, 22nd Jan., at 4 P.M. |
| SANUKI MARU W. Townsend | MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID | SATURDAY, 23rd Jan., at Daylight. |
| KAGOSHIMA MARU K. Kori | BOMBAY, VIA SINGAPORE and COLOMBO | TUESDAY, 26th Jan., at Noon. |

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 5th January, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th January, 1904, at 1 P.M., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSIT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Caldonia* bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 11th January, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent,
Hongkong, 31st December, 1903. [10046]

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers, Tons, Captains, 1904

Olympia 4,417 G. V. Williams Jan. 20

Shawmut 2,812 W. M. Smith Feb. 19

Tacoma 2,812 M. Ridley Feb. 26

Victoria 3,503 J. Truebridge Mar. 16

Tremont 6,606 T. W. Garlick Mar. 25

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,

General Agents,
Hongkong, 4th January, 1904. [12]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

Intimations.



ESTABLISHED A.D. 1841.

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LIMITED.WATSON'S
SEASONABLE
SPECIALITIES.WATSON'S
BALSAM OF
ANISEEDGives immediate relief and quickly cures
all cases of Cough, both in Adults and
Children.WATSON'S
WHITE
EMBROCATIONSportsmen will find this a first-rate remedy
for Sprains and Bruises. In cases of
Rheumatism, Chest Affections, and
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a most soothing and comforting effect.WATSON'S
OTTO OF
ROSE COLD CREAMIs a pleasant cure for Chapped Lips, and
Rough and Chafed Skin, so often
experienced in the cold weather here.A. S. WATSON & Co.,
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MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

Hongkong, 2nd January, 1904.

-TELEPHONE NO. 136.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣TEMPORARY STORE:
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(above Messrs. H. Price & Co.)FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903.

CARMICHAEL AND
CLARKE,CONSULTING ENGINEERS AND
SHIPBUILDERS
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. J. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 23rd March, 1903.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE
All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee Hong Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 5, 1904.

SOUTH CHINA PROBLEMS.

It would appear from reports which have just reached us that piracy is not altogether a matter of history in the waterways of South China, and the difficulty of capturing offenders owing to the innumerable avenues of escape is now as serious a question for the consideration of the different Governments directly interested, as it was eighteen years ago. The coast trade is imperilled, and from Macao west to Sintang, and on the wayside ports into the Canton Delta there still remains a hot-bed of pirates. The same may be said regarding Gasmoon, Fotomoon, Motomoon, and Wangmoon. The representations which have been continually made to the Chinese Government to effectually deal with piracy have apparently proved unavailing, and it is stated in open quarters that French influence has prevented a great deal of the return to that fair dealing which the Gaul for the most part recognises as peculiarly his own. Why the Yungking, Chapoo, and Sintang junks, trading between Macao and Hongkong laden with a general cargo, should be placed under the French flag at her final port of discharge, and then freighted with a cargo of salt on her return journey, remains a question to be solved hereafter in forming an estimation of the intricacies of commerce in the China seas. With the immediate effect of French trade enterprise we need not dwell. It is well known that in the development of the South of China, Hongkong has a part, and whether that part will be played successfully remains yet to be told. This Colony is the half-way house between India and China, and is the natural outlet and focus for the trade of Southern Burma, at the mouth of the greatest systems of inland navigation in Asia. With the opening up of the waterways of Southern China, and with the construction of railways connecting Kowloon with the interior, and ultimately with the Burma-Shan-China line, Hongkong holds a most unique position in the commercial roll of the Far East. As the crow flies it is about eleven hundred miles across almost fertile country from Canton to Kunlon, connecting with the Mandalay section, which, in its turn, runs the traveller on to India (when the Assam-Chittagong line is complete) or takes him to Rangoon for transshipment to any Eastern port. Thus it is that if British effort is put forth in Southern China, it will have the effect of rendering Hongkong the chief trade base between India and China. It is rumoured that the railway between Wuchow and Chungking, by way of Kweilin and Kweiyang, the capitals of Kwangsi and Kweichow, is projected. If that is carried through goods which now take three months' or more getting to Hongkong from Southern China, could be delivered in four days, avoiding the gorges between Chungking and Ichang. The development of British commerce would undoubtedly be assured provided that peace could permanently reign in South China, but with a dual Government, acting adversely upon their components, must fail to bring about a much desired end. There is no doubt that French influence exists in Kwangsi and Kwangtung, and whether that part of South China is regarded as a French "sphere of influence" or not, the fact remains that it is *de facto*. The South Eastern part of the former province is exceedingly rich in verdure, a great rice country, and grows tea and cassia in abundance; the silk and sugar industries, if known fully, would be the envy of the West. The Kwangtung province is rich in minerals, and there is good coal in Pakhoi; it contains twenty thousand Chinese soldiers, undrilled and undisciplined, at the mercy of any one who could rule them with that hand which the Celestial regards as just,—with that prudence and forethought born of a knowledge of their ancestral manners and customs. The trade of the two southern provinces remains, as it has done for many years, in the possession of the British, German, and American hands, and although the exportation of silk to Lyons is still increasing, it does not necessarily follow that the trade is French altogether. With the equalisation of the duties on the West River, and with the reported constructive design of a railway from Wuchow to Chungking, if the concessionaries will proceed with the construction of the line from Kowloon to Canton, we are in measurable distance of seeing Hongkong connected with the main systems of Eastern Asia, and playing one of the most important parts in the political drama of the future.

LOCAL AND GENERAL.

SCHOOL duties will recommence at St. Joseph's College on Thursday, 7th inst.

THE second instalment of the article on the China currency is printed on the third page.

THE French mail of the 1st December was delivered in London on the 4th inst.

THE U.S. cruiser *Rainbow*, Commander G. I. Dyer, with Rear-Admiral Yates, Stirling, U.S.N. on board, arrived from Cavite this morning.

ONE case of enteric fever and one of small-pox are notified as having occurred in the European community during the week ended the 2nd inst.

REPRESENTATIVE Patterson of Tennessee has introduced a bill in the U.S. Senate to abolish slavery in the Philippine archipelago and to abrogate the treaty between the United States and the Sultan of Sulu.

THERE is a rumour in Japan, says the *China Gazette*, that the British Fleet will hold a series of naval manoeuvres in the Gulf of Pechili on the 10th January when two Japanese war vessels will also attend; the British fleet will concentrate at Weihaiwei for the manoeuvres.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 3rd January, 1904, (excluding New Year's Day):—

| | Library | Museum |
|-------------|---------|--------|
| Non-Chinese | 167 | 50 |
| Chinese | 60 | 1,771 |
| Total | 227 | 1,821 |

WE learn with much pleasure from Northern papers that the decorations of the 4th grade of the Sacred Treasure has been conferred by H. M. the Emperor of Japan on R. T. Fric, Director of the Sincere Observatory. The ceremony was performed at the Consulate-General of Japan, by Consul-General Odagiri, who said that this distinction was an acknowledgment of the scientific services rendered to His Majesty's subjects.

UNDER the auspices of the Hongkong Volunteer Corps, and under the patronage of H.E. Mr. F. H. May, H.E. Major-General Villiers Hutton, C.B., and Rear-Admiral Robison a concert to be followed by a laughable farce entitled "Tinkish Times," will be given at the Theatre Royal on Saturday, 16th inst., at 9 p.m. Seats may be booked at the Robinson Piano Company on and after 11th inst.

ANOTHER sea-going steamer of about 5,000 tons gross is nearing completion at Nagasaki. The Mitsui Bishi Company has just constructed the *Ceylon Maru* for the service of the Nippon Yusen Kaisha, and is to launch the vessel from their Tatsumi yard. The vessel has a length of 385 ft., a breadth of 48 ft. 6 in., and a depth of 29 ft. 9 in., with a speed of 13 knots. She will be engaged at the Akun Ura Engine Works, and is expected to be ready for sea in February next.

MEMBERS of the Bourbon family have been assured by Don Carlos that he knows the true situation of his daughter Alice, Princess of Schoenburg-Weidenburg, and that his relations with her are excellent. He says that he writes often to the Princess and fully approves the project for her separation from her husband, Prince Frederick. Princess Alice, after a consultation with her brother, Prince Jaime, telegraphed to a leading Rome newspaper protesting again the scandalous news published concerning her.

THE report and accounts for the past half year of the Japan Sugar Refining Company of Tokyo have been published. The result of the working was very satisfactory. The total net profit for the period is put at ¥303,265, including ¥1,291 brought over from last account. Of this sum ¥30,000 is written off for bonuses of the employees, ¥16,000 has been placed to the legal reserve, ¥40,000 to the reserve for the redemption of the cost of machinery, ¥16,000 to the reserve for replacing losses, ¥70,000 to the reserve for equalisation of dividend, while ¥122,702 is distributed as a dividend at the rate of 15 per cent. per annum. The balance of ¥8,565 is carried forward to next account.

IT has been definitely decided that no correspondents will be allowed to accompany the Tibet Mission and no officers of the escort will be permitted to communicate with the Tibetans. There are no new developments at this moment. So far as can be seen, there is every hope that the Tibetans will not offer any armed resistance to the forward move of the Mission, but will confine themselves to the usual formal protests. All news that can be given to the press by Government will be given in the usual official communications. The affair is officially regarded as a political matter and not as a military expedition.

Sir George Clarke was a passenger on the steamer *Orantes* and was interviewed by a representative of the *Times* of Ceylon at Colombo. He said that the abolition of the post of Commander-in-Chief was the principal subject for consideration by the new Advisory Committee. The other was to bring military opinion into more direct contact with Government, which was a necessity revealed by the war. Sir George Clarke is due back in March but half expects that Government will detain him to put any new scheme through. He described the transference of Lord Kitchener to London as absolutely impossible. He was, he said, in his proper place at the centre of the military activity of the Empire. He (Sir George) would oppose an Army Corps for South Africa if it meant an additional burden financially for India.

THE FLEET.

RUMOURED IMPORTANT ADMIRALTY ORDERS.

We learn that the torpedo-boat destroyer *Sparrowhawk* left late last night for Miss Bay with orders for the *Talbot* and *Amphitrite* to sail immediately for the North. Their actual destination is unknown. The suddenness of this notice has given rise to a great deal of speculation as to what has happened to occasion the modification of the original programme, as it was intended that these vessels should leave to-morrow only. The *Amphitrite* and *Talbot* sailed early this morning.

MASONIC QUADRILLE CLUB.

The January dance of the Masonic Quadrille Club came off in the Masonic Hall on the evening of Saturday last and proved in every respect a great and gratifying success. Many ladies responded to the invitations issued, and there were also present quite a large gathering of gentlemen, so that dancing was thoroughly enjoyable. The arrangements were under the personal superintendence of the hon. secretary, Mr. G. J. W. King, and the following gentlemen Messrs. F. Stokes, R.E., F. East, E. Day, W. Gast, T. F. Robins, J. A. McCaffery, C. S. Parkinson, W. H. E. Smith, and C. H. A. W. These gentlemen attended to the wants of all present, and there was a total absence of that confusion which is so fatal to the success of a dance. We can heartily congratulate the entire management on the success of the dance of the New Year, which for genuine enjoyment has not been excelled by any ball of the present season.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

Following is the report for presentation to the shareholders at the seventh ordinary general meeting to be held at the office of the general managers, on Saturday, 16th inst., at 11 o'clock a.m.:—

Annexed we have the pleasure to lay before shareholders a statement of accounts made up to 31st December, 1903.

The gross earnings for the past year amount to \$15,538.10 and after deducting all expenses, remuneration to general managers, consulting committee's and auditors' fees, there remains a balance of \$9,719.98 which it is recommended to be appropriated as follows, viz:—

To place to reserve fund \$9,000.00
To pay a dividend of 8 per cent 80,000.00
To carry forward to the credit of next year's account 1,719.98
Consulting Committee.—In accordance with the Articles of Association, Messrs. J. S. Van Buren, Chow Hing Kee, Chau Shiang and J. H. Lewis retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. A. O'D. Gordin and W. H. Potts, who are recommended for re-election.

SHEWAN, TOMES & Co.,
General Managers.

ACCOUNTS FOR THE YEAR 1903.

PROFIT AND LOSS.

| | |
|--|--------------|
| Charges | \$7,859.18 |
| Consulting committee fees | 4,000.00 |
| Auditors' fees | 200.00 |
| Depreciation on office furniture, 1903 | 150.00 |
| Balance | 90,171.98 |
| | \$2,381.16 |
| Balance | \$22.02 |
| Interest received on mortgages, loans, &c. | \$118,538.10 |
| Less interest paid, commission, &c. | 16,429.36 |
| Unclaimed dividends written off | 250.40 |
| | \$102,381.16 |

BALANCE SHEET.

Liabilities.

| | |
|---|-----------------|
| Capital 200,000 shares at \$100 | \$20,000,000.00 |
| Less 100,000 shares unissued | 1,000,000.00 |
| | \$19,000,000.00 |
| Reserve fund | 46,000.00 |
| Debentures at 6% outstanding | 10,200.00 |
| Sundry creditors | 4,514.00 |
| Due to general managers | 1,916.90 |
| Hongkong and Shanghai Banking Corporation | 50,040.18 |
| Balance of profit and loss | 90,171.98 |
| | \$1,201,883.06 |

Assets.

| | |
|----------------------------------|----------------|
| Loans on provident system | \$732,022.18 |
| On mortgages | 461,175.57 |
| Shares, &c. | \$1,193,198.75 |
| Furniture, as per last statement | 650.00 |
| Less Depreciation | 150.00 |
| | 500.00 |
| Sundry debtors | 8,108.61 |
| Cash | 1,075.70 |
| | \$1,201,883.06 |

We have compared the above statements with the books, securities and vouchers of the company, and have found the same in accordance therewith.

A. O'D. GORDIN,
W. HUTTON POTTS,
Auditors.

It is reported that if the Amir of Afghanistan visits India this winter, or in the spring, in response to the Viceroy's invitation of last year, Prince Nasrullah will be left in charge at Kabul, as the Amir evidently feels assured that the affairs would proceed smoothly during his absence. The Amir expressed the pleasure which the Viceroy's invitation gave him, and pleaded that his only reason for not accepting it forthwith was that public duties would not permit of his leaving Kabul for any length of time. He may, perhaps, now consider that the business existing a year ago have disappeared.

"EMPRESS OF INDIA" COLLISION.

JUDGMENT.

Shanghai, 29th December.
Before Sir H. S. Wilkinson, Chief Justice.
The Imperial Chinese Government, owners of the cruiser "Kwang Tai," v. the owners of the British Steamship "Empress of India."
Mr. A. S. P. White-Cooper appeared for the plaintiffs and Mr. W. A. C. Pitt for the defendants.

His Lordship gave judgment in this case. The reading of the finding occupied three-quarters of an hour, and we have space in this issue for a summary only. His Lordship first ruled that the vessels came within the rule that any vessel overtaking another shall get out of the way of the other, and that the burden of proof was on the defendants to show an excuse for the collision. This burden the defendants had endeavoured to discharge by alleging that the mail steamer would have passed the cruiser at a distance of about a quarter of a mile, had not the cruiser starboarded her helm in order to get out of the way of a junk, which was slightly on her (the cruiser's) port bow. This statement was put in issue by the plaintiffs and the evidence was very conflicting. The naval assessors were, however, clearly of opinion that the cruiser did not starboard and after carefully considering their reasons and the evidence His Lordship concurred. This conclusion was supported by the plans put in and also by the record of times, from which His Lordship deduced that the collision could not have occurred in the way suggested by the defendants, and that the distance between the two vessels at the time the cruiser was alleged to have starboarded must have been considerably less than those on the *Empress of India* supposed. The evidence in regard to the junk was analysed closely and the Assessors came to the conclusion that there was no junk at all, but that what was seen from the *Empress* was the boom of the fore part of the cruiser with the topmast housed. As to the widening out of the stern light of the cruiser on the mail steamer's starboard, which was another argument in favour of the theory that the cruiser had starboarded, the Court held that the first widening out to one point was explained by the two vessels being on parallel or almost parallel courses, while, as to the second widening, its cause was that the mail steamer was overhauling the cruiser on a course that was converging with that of the cruiser, the two vessels being much nearer than was realised on the mail steamer. The statement entered in the *Empress*'s log book by a passenger, represented in the Court's opinion what would present itself to a spectator in the overtaking vessel when she arrived in the position he described with regard to the overtaken vessel, the two vessels being on convergent courses. It was, however, no proof that the *Kwangtai* starboarded.

His Lordship found that the collision was brought about by the alteration of the course of the mail steamer at 11.38 so as to cross the course of the cruiser, and a failure thereafter to keep a proper look-out. The responsibility for this failure was on the officer of the watch on the bridge, on whom it was the more incumbent to keep a good look-out in that he was hauling in his own vessel more closely to the course of the cruiser. His Lordship was satisfied that he did not keep good look-out and that the collision took place in consequence. The Court was further satisfied that the collision could not have taken place as stated in the preliminary act of the cruiser and there were also divergences in the statements of the cruiser's witnesses, but these were accounted for by the different positions in which the men were placed and there was no need to doubt their bona fides. His Lordship was sorry to hear the suggestion made that the commander of the cruiser went down deliberately, and held that the statement had been distinctly disproved. His Lordship found, that the *Empress of India* was alone to blame and made the usual decree against the owners for damages and costs, with the usual reference to the Registrar and merchants.—*N. C. D. News.*

SPANISH-FILIPINO COINS.

EXCHANGE BASIS FIXED.

An executive order will issue the first of the year fixing the status of the Spanish-Filipino coins in the Philippine Islands, says the *Gabriel* of the 1st inst.

The Commission spent the entire session yesterday afternoon discussing the matter Insular Treasurer Braganza, Dr. Kemmiger and Professor Jenks were in conference with the Commission.

The result reached by the Commission fixes the ratio at which the Spanish-Filipino coins will be received as public debt for the present at 2.24. This rate will be changed from time to time as the situation seems to demand.

The government will receive the Spanish-Filipino coins at the ratio established from time to time until July 1, 1904. These coins may also be exchanged for Philippine currency at the rate which may be prevailing, at the Insular treasury or any of the provincial treasuries.

After July 1, 1904, the Spanish-Filipino coins will no longer be received in payment of public dues, but they will be redeemed by the government for three months thereafter, at a rate to be fixed by the government for that purpose, such as may seem equitable. After the expiration of the three months following July 1, 1904, the Spanish-Filipino coins will be redeemed at their bullion value only.

The bullion value of these coins is much less than the rate which has been fixed and that which the coins have been received heretofore. The legal monetary status of the Mexican dollar in the island ceased yesterday. The action of the Commission as just described extends the time during which the Spanish-Filipino coins are to be legal tender until July.

MACAO NOTES.

(From Our Own Correspondent.)

MACAO, 4th January.

THE NEW GOVERNOR.

The new Governor for Macao, in succession to Mr. Novais, has been appointed. His name is Montenegro. He was formerly an officer in the navy and has administered the Government of several colonies in Portuguese Africa. He is said to be a man of character and very affable. It is the earnest wish of all that the new administrator will do some good for Macao and not follow in the footsteps of ex-Governor Novais who accomplished nothing and whose official acts have been generally criticised and in some cases considered arbitrary. H.E. Mr. Novais's government lasted a little less than a year. The treasury of Macao was made the poorer by the payments it was called upon to make for the Governor's and his family's passage out and back to Lisbon.

A former Governor of Macao, Mr. Custodio Borja, has been appointed Governor-General of Angola.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, 31st December.

THE VICEROY.

The native press has an item of news to-day to the effect that the Viceroy's visit to Kwangsi has been again postponed. It is said that the reason for the postponement is ill health. It is rather difficult to ascertain just what is the state of the Viceroy's health. That he was quite ill for a time is certain. He had some rather severe hemorrhages from the lungs. Now it is said that he is well again and yet excuses himself to callers on the plea of ill health. I asked an official to-day what the news from the Kwangsi province was. He shook his head. I then asked whether the rebels had all submitted. Again he shook his head. Further inquiry revealed the fact that officials are forbidden to give out any information regarding the progress of the war or the state of the country. Cattle buyers must receive a pass before they are allowed to enter the province to buy, and timber merchants must also have a pass before they are allowed to carry on their business. This looks as if the province was not what it should be. The Viceroy evidently wants to keep the real state of affairs quiet. This will also account for the lack of news from Kwangsi for a long time.

THE TELEPHONE.

The wires for the telephone are being put up in the city. Judging from the number of wires the company must be expecting a good deal of business. The Chinese are likely to take to the telephone. It is to be hoped that the foreign community will also avail itself of this means of communication.

THE BUND.

The filling in along the river front below the steamer wharves is being pushed forward. At the present rate of progress it will not take long to have the piece between the Canton Hospital and Shamen completed. With the Bund completed and the telephone at work Canton may well boast of her improvements.

THE CANTON-HANKOW RAILWAY.

There is some little hitch in railway matters. The engineers who were working from Canton on the main line have all been recalled. It is said that a telegram from Peking stopped the work. One reason given is that the Viceroy is unable to supply sufficient guard to protect the men. No doubt the officials have good reason for their action and we may be able to learn later.

THE CUSTOM HOUSE.

Repairs are still going on at the Customs house. The new office for the Post Office will soon be completed and then the Postal department of the Customs will remove to the new building. At present the Post Office has very small rooms and in an out-of-the-way place at the back of the Customs house. More room is urgently needed and all who are obliged to go to the Post Office will be glad that an improvement will soon take place in the postal department. The main part of the examination shed is nearing completion. The new front is an improvement over the old structure.

THE EX-NAM HOI ROY.

The trial of the ex-Nam Hoi is not yet concluded. Poy, as he is called, submitted to several heavy squeezes but he thinks that he has been squeezed enough and now refuses to pay any more. The Viceroy has ordered him to be tortured, but the Pun U magistrate who has charge of Poy does not wish to comply with the orders of the Viceroy.

SHIPPING AND MAILS.

MAILS DUE.

German (*Sachsen*) 7th inst.
American (*China*) 10th inst.
Indian (*Lalsang*) 11th inst.
French (*Ernest Simons*) 11th inst.
Canadian (*Empress of India*) 18th inst.
American (*Doric*) 19th inst.

The N. P. S. Co.'s s.s. *Tacoma* arrived at Victoria on 3rd inst.

The M. M. Co.'s s.s. *Ernest Simons* left Singapore for this port on 4th inst., at 5 p.m.

The E. & A. s.s. *Empire* left Sydney on 3rd inst., for this port via Queensland Ports and Manila.

The N. P. S. Co.'s s.s. *Olmsted* sailed from Victoria on 3rd inst., for Yokohama and the usual ports.

The C. N. Co.'s s.s. *Canada* left Singapore for this port on 4th inst., and is expected to arrive here on 8th inst.

The L. C. S. N. Co.'s s.s. *Lalung* from Calcutta and the *Statis* left Singapore for this port on 4th inst., at 6 p.m.

The C. N. Co.'s s.s. *Albatross* passed Whampoa from Chinkiang for this port on 4th inst., and is expected to arrive here on 7th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuter's.)

The Chicago Disaster.

LONDON, 3rd January.
The funeral of a part of the victims of the recent fire in Chicago took place yesterday; the number of the victims is so great that funerals will continue to-day and on Monday. The city is plunged into universal mourning and all public institutions and shops are closed. Many of the victims are still unidentified.

The Mexican Monetary Commission.

The Mexican Monetary Commission has reported in favour of a gradual adoption of a gold standard.

Viceroy Alexieff.

An imperial ukase grants Admiral Alexieff a special viceregal flag and accords him a salute of twelve guns.

The Situation in the Far East.

St. Petersburg still maintains silence. Reports from Peking are extremely pessimistic. The officers of the Russian squadron at Bizerta en route to the Far East, gave a brilliant reception yesterday evening, at which the most cordial toasts were exchanged; the French Resident expressed the unchangeable affection of France for Russia. The squadron leaves to-day for the Far East.

[The Russian men-of-war *Ostiaha*, *Aurora*, *Dmitrie Donskoi* and five torpedo destroyers arrived at Bizerta on the 18th ult. The squadron is under the command of Admiral Virensians and, it is said, will complete the squadron in the Far East. It is to be reinforced shortly by six more torpedo destroyers. The cruiser *Imperator Nic. 2nd*, under Admiral Molias, was expected from the Pireus on the 23rd December. — Ed., H.K.T.]

(Deutsch Japan-Post.)

The Crisis.

Berlin, 23rd December.
A statement made by the *Neue Freie Presse* of Vienna, to the effect that during the meeting at Wiesbaden of the Kaiser and the Tsar, the former promised Russia the help of Germany in the event of war with Japan, is a pure invention.

The policy of Germany regarding the dispute between Russia and Japan is to preserve strict neutrality while earnestly wishing that peace may be preserved.

(Japanese Exchange.)

Will Russia Climb Down?

OPTIMISTIC VIEW OF "THE TIMES."

A GERMAN JOURNAL PREDICTS WITHDRAWAL.

LONDON, 23rd December.
The *Times*, dealing editorially with the political situation in the Far East, expresses the opinion that Russia will withdraw from the position which the Government have taken up. The *Times* considers it likely that the Tsar may disavow the acts of his over-zealous subordinates.

The *Daily Telegraph* declares that the responsibility for the situation remains entirely with Russia.

LONDON, 24th December.
The *Kreuz-Zeitung*, in the course of a temperate article reviewing the situation in Eastern Asia, foresees a Russian withdrawal.

The *Fremdenblatt* thinks the Koreans would oppose the establishment of a Japanese protectorate.

In Vienna the opinion prevails that Count Lambsdorff is exerting a pacific influence.

The British Press generally continues to insist upon the necessity of using the influence of Great Britain in order to assist in the attainment of Japan's justifiable and moderate demands.

LONDON, 21st December.
The *Daily Chronicle*, London, states that Russia seems to have decided to spur Japan on to declaring war.

A Nagasaki telegram to the *Daily Telegraph* states that soldiers in reserve have been ordered to make preparations for mobilisation. — *Tokio Asahi*.

Reported Russo-German Loan.

TWENTY-FIVE MILLIONS.

LONDON, 23rd December.
Berlin advices state that a rumour is current that the Russian Government are endeavouring to raise a loan in Germany of twenty-five million pounds sterling.

Germany and Russia.

ALLEGED RUSSO-GERMAN AGREEMENT.

LONDON, 23rd December.
A Washington telegram declares that it is believed there that a secret Russo-German Agreement is in existence, guaranteeing the neutrality of Germany in the event of hostilities breaking out between Japan and Russia.

Crisis in Cotton Trade.

QUOTATIONS ADVANCED.

LONDON, 23rd December.
There is a crisis in the cotton trade. Quotations on the Liverpool market have gone up twenty points higher.

Japan and Korea.

SEOUL-FUSAN RAILWAY.

LONDON, 23rd December.
The announcement that the Japanese Government have resolved to undertake to complete the Seoul-Fusan Railway expeditiously is heartily welcomed here.

(N.C.D. News.)

The Crisis.

TOKIO, 29th December.
An emergency ordinance was passed last night empowering the Government to defray the extraordinary military expenses from the so-called separate accounts, temporary loans and exchequer bonds.
The management of the Seoul-Fusan railway has been officially reorganised.

An amendment issued from the Imperial Military Headquarters places the Naval Command Department on an equal footing with the General Staff, which has hitherto had precedence.

A Council of War at Tokio.

Kobe, 29th December.
A Council of War was held at Tokio this morning, at which were present Count Katsura, Baron Komura, Count Oyama, Baron Oyama, Baron Kojima, and Admirals Yamamoto and Ijima. The conference was continued in the afternoon, and subsequently Baron Terauchi, Minister of War, and Admiral Yamamoto, Minister of the Navy, were received in audience.

Progress is being made in the negotiations for the purchase of the Great Northern Co.'s telegraph cable from Tashima to Fusan. There has been further rioting in Cuba, and it is spreading towards Seoul.

(Shanghai Mercury.)

Japanese Cabinet Council.

TO PROVIDE THE SINEWS OF WAR.

THE SEOUL-FUSAN RAILWAY.

Kobe, 29th December.
A Cabinet Council was held yesterday, to consider the authorisation of the Government to draw upon the 50,000,000 yen indemnity from China, which has hitherto been devoted for special purposes, in view of the formation of a War Fund.

The Council also decided to grant a subsidy exceeding 2,000,000 yen for the Seoul-Fusan Railway and guaranteed 10,000,000 debentures in view of hastening the completion of the line. The Council also proposed to authorise the Government to raise a temporary loan and to issue Exchequer Bonds if necessary.

(Der Ostasiatische Lloyd.)

The Situation in the Far East.

Berlin, 30th December.

The situation in the Far East has been considered here, during the last few days, to be a little more serious, but not desperate at all. Now all minds have been made easier by an official notification of the Japanese Government to the German Government, according to which Japan has neither presented to Russia an ultimatum, nor was war imminent. On the other hand it is reported from St. Petersburg that the Russian Government has expressed great satisfaction about the conciliatory tone in which the last Japanese declaration was held. The Russian press is also now much quieter. As has been established by an exchange of views between all European Governments, not a single one thinks that war is unavoidable.

The Balkans.

Russia has gained a much better stand through the development of affairs on the Balkans and has thereby been freed from much anxiety. The Porte has already appointed an Italian Colonel to be chief of the gendarmerie in Macedonia, and will also comply at once with the other demands of the Muszteg programme.

Accident to the Emperor of Austria.

Emperor Francis Joseph slipped down in his room, and hurt his eye. The wound, however, is said not to be serious, and the condition of the 73 years old Emperor is good.

France and Siam.

The Franco-Siamese conflict has now been settled.

(Alunio Cadencius.)

Westminster Consecrated.

LONDON, 30th December.
The Roman Catholic cathedral of Westminster was consecrated to-day. The hierarchy of the Catholic Church in England officiated and the ceremony was magnificent.

New Russian Monopolies.

St. Petersburg, 31st December.
The Russian Government has by an imperial enactment made tea and sugar a government monopoly. Only the government can deal in these commodities. This extraordinary tax is believed to be levied on account of the necessities of the impending war.

NORTHERN NOTES.

The *Kobe Herald* of 26th ult. contains the following notes on the situation in the North:—

There is no improvement in the situation. The Premier and Lieut.-General Terauchi, Minister of War, have had a conference with Marquis Yamagata and Ito at Oiso, but nothing is known as to what transpired, of course. Upon returning to the capital on Thursday night, Count Katsura summoned Baron Komura, Sone, and Mr. Oura to his official residence and the four Cabinet Ministers remained together in consultation for some time.

A slight improvement was noticed in the stock and share market on Thursday afternoon, due to a disposition on the part of earlier sellers to re-invest, but the recovery was only temporary, and the latest information from Osaka and Tokio is that the slump continues.

The usual leave of absence for the holidays which was granted to the men attached to the Maidzuru Naval Station, was cancelled a few days ago, all the men being ordered back to duty.

Five vans full of rifles and ten vans of munitions of war were sent to Kumamoto from Moji by rail on Thursday.

The Naval authorities at Itzehara issued orders yesterday prohibiting all shore leave for the crews of the men-of-war in harbour.

The Oya steamer *Koku Maru* is reported to have been chartered as a transport at Onomichi yesterday. She was ordered to proceed to Ujina immediately.

The transport *Sadokuni Maru*, with a large quantity of coal arrived at Fusan on the 24th.

The *Kiokachi* Colliery Company have wired instructions to the men at their branch office at Ujina to return home.

The *Kishu Railway Co.* have received some important orders from the Government and a conference of the leading officials of the railway took place at the Head Office at Moji yesterday.

TIENTSIN.

(From Our Own Correspondent.)

TIENTSIN, 21st December.

There has been nothing but war talk here for the last three or four days. It seems generally believed that Japan has sent a very definite message to Russia, and Reuter is hourly looked for to inform us that war is already declared. Long ere this reaches you momentous events will probably have taken place.

Russia's preparations are going on at top speed but there is very little heart in it. There can be no question that war is distasteful to her and she is going into the struggle with great reluctance. The Chinese are quite ready, if war is declared, to chip in and render Japan assistance by harassing Russia in the rear. At least this seems to be the general expectancy and the only thing which makes the matter a little uncertain is Hu Yun-mei's visit to Zailou and it is said also to Port Arthur to consult Alexieff about the railways beyond the Wall! If war breaks out the railway beyond the wall and Chingwantao will need watching. Russia will make a rush for this point in the general scrimmage if she can, and Chingwantao is the life blood of Tientsin.

Whether it is in this connection or not I cannot say, but Chang Yen-mao has just been suspended by the Viceroy under orders, presumably from the Throne, for having sold the Kaiping mines to foreigners without Imperial sanction, and he is commanded to recover control of the Chinese Engineering and Mining Co. within two months or submit to further punishment. There can be no question that, if any recovery of the mines was possible, Chingwantao would not be long in passing into Russian hands. Happily under the British Ordinance this is an all but impossible contingency unless indeed the Chinese could prove that the deed of sale took place in some illegal way and that some special stipulation was suppressed, or anything of that kind. Chang Yis said to contend that he attached a provisional stipulation to the original transaction, and if he can prove this something might be gained. But he has been so long in Peking this time that it is probable he has no money left now to fight with, and it is to be feared he will "go under." Whether he will drag anyone else down with him remains to be seen. A number of new regulations to control the railways and mines of the country are now being drawn up by the new Board of Commerce and will prove interesting reading I think, but I have not yet completed the translation.

British shipping returns for the port of Tientsin, not including Chingwantao, are as follows:—

Number of vessels entered and cleared 258.
Tonnage total to Dec. 15th, 1903, 206,589.
This shows 81 vessels less than in 1902 and a difference in tonnage of 78,354. It remains to be seen whether the falling off is confined to British shipping or is common to all nationalities owing to general slackness of trade.

CHINESE ENGINEERING AND MINING CO.

The *Chih Pao* states:—Viceroy Yuan Shi-kai has received a despatch from the Throne to the effect that the Chinese Engineering and Mining Company as originally established was formed with Chinese capital, and the Kaiping mines were a source of revenue to the Chinese Government. The sale of this property by Chang Yen-mao was therefore illegal, and he has been many times ordered to recover the mines and restore the revenue to the Government without delay. In consequence of his failure to do so, he is to be immediately degraded from office, and Viceroy Yuan is directed to place a limit of time in which he shall recover the mines and also Chingwantao, which was also opened by Chinese capital and by Government order. Viceroy Yuan is directed to use the utmost despatch in all this and to lose no time in finding ways and means to recover the said property.

The Viceroy accordingly communicated at once with the Customs Taotai Tong pointing out to him that the revenue of the Mining Company was intended for naval defence and the railways, and the management was placed in the hands of officials specially appointed by Government, and although merchants were permitted to hold shares, the property was essentially government property, and Chingwantao was opened solely for the Government's use and benefit by Taotais Li, Huang and Chow, appointed by the former Viceroy of Chihli. It was not, therefore, in any way the property of the Chinese Engineering and Mining Company and could not be regarded as such; neither, as the property of the nation, is it saleable. The control of the place must therefore, be immediately restored to the Chinese, and Taotai Tong is directed to take immediate steps to this end. — *P. & T. Times*, 23rd Dec.

THE NATIONAL DEBT OF JAPAN.

The following is the return of the totals of Japanese Government Bonds at the end of last year, as compiled by the Finance Department. We take the figures from the *Fiji*:—

| | |
|----------------------------------|-------------|
| Consols | 167,128,350 |
| War Loan Bonds | 115,641,150 |
| Pension Loan Bonds | 16,611,640 |
| Naval Loan Bonds | 8,297,300 |
| Old Loan Bonds | 3,950,181 |
| Railway Loan Bonds | 17,577,570 |
| 4 per cent. (issued in London) | 37,248,900 |
| Industrial Bonds | 78,052,250 |
| 4 per cent. (issued in London) | 65,134,650 |
| Hokkaido Railway Bonds | 2,000,000 |
| 4 per cent. (issued in London) | 3,193,500 |
| Formosan Bonds | 23,707,000 |
| Exchequer Bonds, due on the 29th | 10,000,000 |
| February next | 10,000,000 |
| Total | 500,000,000 |

Compared with the total of 1902, the increase is 100,000,000.

P. AND O. REPORT.

FREIGHTS DECREASED—SAVING IN THE COAL BILL.

The directors of the Peninsular and Oriental Steam Navigation Company report that the net surplus for the year to September including £11,061 brought forward, amounts to £219,997, which, after deducting the interim dividend on the Preferred stock of 2½ per cent. and 3½ per cent. on the Deferred stock in June, admits of a further payment of 2½ per cent. on the Preferred and 6½ per cent. on the Deferred stock, together with a bonus on the latter of 3 per cent. The return for the year will therefore be equal to 9 per cent. on the paid-up capital of £2,300,000. A balance of £11,197 will be carried forward to the next year's account. The directors state that the condition of the freight market has been notoriously and universally unfavourable during the past year, and it will not, therefore, be a matter of surprise that the receipts under this head have shrunk in comparison with last year to the extent of £66,000. The deficiency would, in fact, have been considerably larger, but for certain exceptional earnings, especially in the direction of transport work. The Indian trade has, so far as bulk is concerned, been on the whole good, but the rates have been extremely low. "It is added that the heavy fall in the silver exchange interfered greatly with the trade between India, China and Japan, but, on the other hand, the China-Japan line running from London did quite as well as last year. The Australian business marked a further decline, owing to the effect of the prolonged drought. The passenger returns show a decrease of £51,627, which is mostly due to the reduction effected in the fares by the removal of the 10 per cent. surtax (imposed at the time when coal rose to an exceptional figure), and to the advantage accorded to the public by the extension of time for return tickets to a period of two years. There has been, however, a slight falling-off in the receipts from the high point reached two years ago, which is almost entirely due to diminished traffic with the Australian colonies. It is hoped that the recovery of a certain measure of prosperity in these colonies since the drought ceased will tend to a favourable reaction so far as shipping interests in general are concerned. The most prominent feature in connection with the expenditure side of the account is a reduction in the cost of coal to the extent of £91,961, due largely to the low freights which have at the same time influenced the company's returns unfavourably, as pointed out above. Labour charges still continue on a very high scale throughout the East.

COMMERCIAL.

FURNISHINGS.

The Acting Secretary of the Pungjom-Mining Co., Ltd., informs us that a telegram has been received from the Mines dated 4th instant reading:—"Weather very much against us. December crushing 1,150 tons (Kalampong 900 and Swah 250) result 47 ounces, estimated value \$2,000. Mill working again, plenty of water."

TO-DAY'S INTELLIGENCE.

Shanghai advices dated the 31st ult. report business done:—Shanghai and Hongkew Wharf shares at Tls. 215 cash; Farnham, Boyds at Tls. 124 for March. Indo-Chinas at Tls. 50 cash, and Tls. 51½ for March. Langkats at Tls. 313½ for March, Tls. 327½ for March, and Tls. 330½ for April. Chinese Engineering and Mining Co. at Tls. 64 (bearer). Flours at Tls. 55 (new) for March.

TO-DAY'S EXCHANGE.

| | |
|------------------------------------|--------|
| ON LONDON, Telegraphic Transfer | 100/10 |
| Bank Bills, on demand | 100/10 |
| Credit, 4 months' sight | 100/10 |
| D'Amst. 4 months' sight | 100/10 |
| ON BERLIN, (demand) | 100/10 |
| ON PARIS, Bank Bills, on demand | 100/10 |
| Credit, 4 months' sight | 100/10 |
| ON NEW YORK, Bank Bills, on demand | 100/10 |
| Credit, 30 days' sight | 100/10 |
| ON BOMBAY, Telegraphic Transfer | 100/10 |
| On demand | 100/10 |
| ON SHANGHAI, Telegraphic Transfer | 100/10 |
| Private 30 days' sight | 100/10 |
| ON YOKOHAMA, T.T. | 100/10 |
| Swire's, Bank's Buying Rate | 100/10 |
| Gold Leaf 100 touch, per tael | 100/10 |
| Silver | 100/10 |

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
MOW NEW 920/950
LAST YEAR 980/1,030
OLDEST 1,050/1,100
PINA NEW 1,250
BINA NEW 1,250
PERSIAN (PAFFIL) 800/880

Co-day's Advertisement.

GRAND BOXING CONTEST

AT THE CITY HALL, TO-MORROW (WEDNESDAY), JANUARY 6TH, 1904.

MAIN EVENT OF EIGHT ROUNDS in which CHARLES SINGLAR, Midweight Champion of "Brooklyn," undertakes to stop one of our Local Amateurs in the rounds as above specified.

PRELIMINARIES:
10-Round Contest between BERGER of H.M.S. "TAMAR" and NICHOLS of H.M.S. "GLORY."
15-Round Contest between LEIGHTON of H.M.S. "ALBION" and BUTLER, Derbyshire Regiment.
6-Round Exhibition between SAM NEWMAN, our Local Welterweight, and JAMES RYAN, of Pacific Coast Fame.

USUAL PRICES:
\$5, \$3, \$2 and \$1.
Doors open at 7.30.

Co-day's Advertisement.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 30th January, 1904, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1903.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
The Hongkong Land Investment and Agency Co., Limited,
General Agents for
The Kowloon Land and Building Company, Limited.
Hongkong, 5th January, 1904. [8]

HANG ON, GENERAL STORE.

WINE AND SPIRIT MERCHANTS,
101, QUEEN'S ROAD CENTRAL, HONGKONG.

HAVE always on hand a Large Assortment of PROVISIONS of every Description, MECHANICAL TOYS, ELECTROPLATE GOODS, GOKER, TRIDDER, BINOCULAR GLASSES, PERFUMERY, &c., &c. Customers are respectfully invited to inspect our Show Rooms.

ALL GOODS ARE MARKED AND PRICES FIXED.
Hongkong, 5th January, 1904. [82]

"SHIRE" LINE.

FOR HAYBE, LONDON, ANTWERP AND HAMBURG.
THE Company's Steamship
"DENBIGHSHIRE,"
Captain W.A. Evans, will be despatched for the above Ports on or about MONDAY, the 11th January, 1904, to be followed by the Steamship "RADNORSHIRE."

For Freight or Passage, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 5th January, 1904. [15372]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship
"ERNEST SIMONS,"
Captain Charbonnel, will be despatched for the above Ports on or about TUESDAY, the 12th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 5th January, 1904. [1040]

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.
THE Steamship
"ARARA,"
Captain J. M. Williamson, having arrived from the above Port, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Wanchai Stevedoring Co., at Wanchai, where they are being stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to sale.
All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on a date to be hereafter appointed. Consignees of Cargo will please note that before delivery can be obtained, they must sign the General Average Bond which is lying at the Office of the Undersigned.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents, American Asiatic S.S. Co.
Hongkong, 5th January, 1904. [83]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.
DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$2; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Dinner and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF:—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904. [16]

EYE-SIGHT.

Supplied at all the L.L.A. CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central. [6220]

Co-day's Advertisement.

TSU FAN, DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 5th January, 1904. [56]

Entertainment.

THEATRE ROYAL.

BOXING! BOXING! BOXING!
at
CITY HALL,
on
SATURDAY, 9th JANUARY, 1904.

THE BANTAM CHAMPIONSHIP OF CHINA STATION.
LARRY LAYTON of "ALBION,"
(Champion of China Station),
versus
MICKEY LACEY of "VENGEANCE,"
(Champion of Mediterranean Station),
who have already met and drawn, will go 20 Rounds for Championship and a Purse.

(HEAVY WEIGHTS)
JONES, R. M. A., of "ALBION,"
versus
MORGAN, A. B., of "VENGEANCE,"
will contest 10 Rounds.
(MIDDLE WEIGHTS)
BERGIN, of "TAMAR,"
versus
STO. BYNG, of "VENGEANCE,"
6-Round Contest for Purse.

(WELTER WEIGHTS)
STO. THOMSON, of "VENGEANCE,"
(Champion of China Station),
versus
TID SMITH, of "ECLIPSE,"
6-Round Contest for Purse.
(FEATHER WEIGHTS)
COOKE, of "OCEAN,"
versus
DICK CRANE, of "VENGEANCE,"
will contest the Best of 10 Rounds for a Purse.

(LIGHT WEIGHTS)
STO. FOX, of "VENGEANCE,"
versus
NIGER TARRANT, of "ECLIPSE,"
6-Round Contest for Purse.
Mr. J. ST. CLAIR, the well known Professional has consented to act as Referee during the Evening.

If time and opportunity permit a Match will be put on between PARKER, of "OCEAN," versus TURNER, of "ALBION." TERRY ARMSTRONG, of "VENGEANCE," will also put on if suitable opponent can be found.
Hongkong, 2nd January, 1904. [69]

Intimations.



THE POPULAR SCOTCH IS "BLACK & WHITE"

ALL broken, chafed and damaged goods are to be left in the

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| FROM | STEAMERS | DUR |
|-----------------------|------------|------------------|
| GLASGOW and LIVERPOOL | "KEEMUN" | On 9th January. |
| GLASGOW and LIVERPOOL | "KINTUCK" | On 14th January. |
| GLASGOW and LIVERPOOL | "PINGSUEY" | On 22nd January. |
| GLASGOW and LIVERPOOL | "MOYUNE" | On 28th January. |
| GLASGOW and LIVERPOOL | "GLAUCUS" | On 3rd February. |

S.S. "KEEMUN" left Singapore on the 4th inst., and is due here on the 9th inst.

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|----------------------------------|------------|-------------------|
| MARSEILLES, LONDON & A'WERP | "DARDANUS" | On 9th January. |
| MARSEILLES, LONDON & A'WERP | "YANGTSE" | On 19th January. |
| "LIVERPOOL" | "YANGTSE" | On 19th January. |
| (With Transhipment at Singapore) | | |
| LONDON & ANTWERP | "NESTOR" | On 2nd February. |
| GEOA, MARSEILLES & L'POOL | "KEEMUN" | On 15th February. |
| LONDON & ANTWERP | "KINTUCK" | On 16th February. |
| LONDON & ANTWERP | "MOYUNE" | On 1st March. |

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|--|------------|------------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA. | "PINGSUEY" | On 24th January. |

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th January, 1904.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|---|-------------|------------------------|
| SHANGHAI | "WHAMPOA" | 6th January, at 4 P.M. |
| MANILA | "SUNGKIANG" | 6th " |
| NINGPO and SHANGHAI | "SHAOSHING" | 8th " |
| MANILA | "TAIYUAN" | 23rd " |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE | "TAIYUAN" | 23rd " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th January, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|--------------|-----------------|---------------------------------|
| RUBI | 2540 | R. W. Almond | MANILA (DIRECT) | SATURDAY, 9th Jan., at 10 A.M. |
| ZAFIRO | 2540 | R. Rodger | MANILA (DIRECT) | SATURDAY, 16th Jan., at 10 A.M. |
| PERLA | 1080 | A. H. Notley | | |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th January, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.
33 1/3 per cent.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd January, 1904.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer

"KWONG CHOW"

1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommoda-
tion for First Class Passengers. Ship lighted
throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-
kong Harbour Master's Office.

SHU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER HAMBURG-AMERIKA
LOYD.STEAM FOR
SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN,"

of the NORDDEUTSCHER LOYD,
Captain Pesch, due here with the outward
German Mail about THURSDAY at Noon, will
leave for the above places about 12/24 hours
after arrival.NORDDEUTSCHER LOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 4th January, 1904.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APGAR,"

Captain I. G. Olifant, will be despatched for the
above Ports, on FRIDAY, the 8th instant,
at 4 P.M.For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 4th January, 1904.

FOR KOBE, NAGASAKI AND
WLAJWOSTOCK.

THE Steamship

"STOLBERG,"

Captain Deinat, will be despatched for the
above Ports, on SATURDAY, the 9th instant,
at Noon.This Steamer has Superior Accommodation
for First and Second Class Passengers and
carries a Doctor and a Stewardess.For Freight or Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 2nd January, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above
on SATURDAY, the 9th instant,
at Noon.This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd January, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.FOR AMOY, SWATOW, STRAITS
AND RANGOON.

THE Company's Steamship

"PURNEA,"

Captain Packham, will be despatched as above
on SATURDAY, the 9th instant, at 4 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 4th January, 1904.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENFARG,"

Captain Holman, will be despatched as above
on SATURDAY, the 9th January, 1904.For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 17th December, 1903.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"SIKH" 15th Jan.

"SIKH" 20th Jan.

"SIKH" 25th Jan.

"SIKH" 30th Jan.

"SIKH" 4th Feb.

"SIKH" 9th Feb.

"SIKH" 14th Feb.

"SIKH" 19th Feb.

"SIKH" 24th Feb.

"SIKH" 1st Mar.

"SIKH" 6th Mar.

HONGKONG METEOROLOGICAL

SIGNALS.

A NEW CODE.

We have received from the Hongkong
Observatory a new code of meteorological
signals which comes into force at Hongkong
on New Year's Day. They are the same as
those at present in use at Shanghai, and will
be hoisted on the mast beside the time-ball at
Kowloon Point for the information of masters
of vessels leaving the port. They do not neces-
sarily imply that bad weather is expected. The
signals are as follows:—A cone point upwards indicates a typhoon to
the North of the Colony.A cone point upwards and drum below indi-
cates a typhoon to the North-East of the
Colony.A drum indicates a typhoon to the East of
the Colony.A cone point downwards and drum below
indicates a typhoon to the South-East of the
Colony.A cone point downwards indicates a typhoon
to the South of the Colony.A cone point downwards and ball below
indicates a typhoon to the South-West of the
Colony.A ball indicates a typhoon to the West of
the Colony.A cone point upwards and ball below indicates
a typhoon to the North-West of the Colony.Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.The above signals will, as heretofore, be
hoisted only when typhoons exist in such posi-
tions or are moving in such directions that in-
formation regarding them is considered to be of
importance to the Colony or to shipping leav-
ing the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad
weather in the Colony and that the wind is
expected to veer.Two lanterns hoisted horizontally indicate
bad weather in the Colony and that the wind is
expected to back.The signals are repeated on the flagstaff of
the Godown Company at Kowloon, and also
by day only, at the Harbour Office and on the
M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching
typhoons by means of the Typhoon Gun placed
at the foot of the mast, which is fired whenever
a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-

WARNINGS are exhibited on the above boards
daily about 11 A.M., and also at other hours,
day or night, whenever necessary. Informa-
tion of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL

REGISTER is exhibited at the same places daily

about noon. It contains observations made at

Hongkong and at a number of stations in the

Far East, together with Remarks, Weather-

forecasts, and information regarding the exist-

ence and movements of typhoons based thereon.

SPECIAL INQUIRIES

Masters of vessels or their agents may,
whenever necessary, call at the Telegraph
Company's Office in Connaught Road and
send telegrams to the Observatory asking for
special information without charge. Such
inquiries may also be sent from the Police
Station at Kowloon Point which is connected
with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather
to be expected while signals are hoisted, and
sailing directions, are given in "The Law of
Storms in the Eastern Seas."

HONGKONG AVERAGE MARKET

PRICES.

Corrected 30th December 1903 cts. per 5 Mex.

BUTCHER MEAT.

| | |
|--------------------------------------|------|
| Beef sirloin & prime cut—Mei Lung Pa | 17 |
| " Corned—Hau Ngau Yuk | 17 |
| " Roast—Shui | 17 |
| " Breast—Ngau Lam | 13 |
| " Soup, Tong Yuk | 13 |
| " Steak—Ngau Yuk | 13 |
| " Sausages—Ngau Yuk | 26 |
| " Tongue fresh—Ngau Li | 16 |
| " Tongue corned—Hau Ngau Li | 55 |
| " Head—Ngau Tau | 5 |
| " Heart—Ngau Sum | 9 |
| " Hump, Salt—Ngau Kin | 13 |
| " Feet—Ngau Kerk | each |
| " Kidneys—Ngau Yiu | each |
| " Tail—Ngau Mei | each |
| " Liver—Ngau Con | each |
| " Tripe (undressed)—Ngau To | 5 |
| " Calves' Head and Feet—Ngau-chai- | 75 |
| tau-keok | Set |
| " Mutton Chop—Yeung Pui Kw | 24 |
| " Leg—Yeung Pui | 24 |
| " Shoulder—Yeung Shai | 22 |
| " Pigs' Chills—Chi Cheung | 7 |
| " Brains—Chi Know | 2 |
| " Feet—Chi Kerk | 12 |
| " Fry—Chi Chuk | 12 |
| " Head—Chi Tau | 13 |
| " Heart—Chi Sum | each |
| " Kidneys—Chi Yiu | each |
| " Liver—Chi Kon | each |
| " Pork Chop—Chi Pui Kwat | 24 |
| " Corned—Ham Chu Yuk | 18 |
| " Fat or Lard—Chu Yau | 22 |
| " Sheep's Head and Feet—Yeung Tau | 18 |
| " Keok | Set |
| " Heart—Yeung Sum | 50 |
| " Kidneys—Yeung Yiu | each |
| " Liver—Yeung Con | each |
| " Sucking Pigs, To Order—Chu Chai | 10 |
| " Suet, Beef—Sang Ngau Yau | 12 |
| " Mutton—Sang Yeung Yau | 12 |
| " Veal—Ngau Chai Yuk | 18 |
| " Sausages—Ngau Chai Yuk Tong | 15 |

POULTRY.

| | |
|--------------------------------------|----------|
| Chicken—Kai Chai | 25 |
| " Capons, Large, Small—Sin Kai | 30 |
| " Ducks—Ap | 22 |
| " Geese—Pan Kai | each |
| " Eggs, Hen—Kai Tan | per doz. |
| " Fowls, Canton—Hoi Nam Kai | 23 |
| " Geese—Ngoi | 23 |
| " Geese, Wild Shanghai—Sheung Hoi Ye | 30 |
| " Nge | pair |
| " Musk Deer—Wong Keng | each |
| " Hare—Tu Chai | each |
| " Partridge—Che Khoo | 55 |
| " Pheasant—Shan Kai | each |
| " Pigeons, Canton—Pak Kup | each |
| " Hoihow—Hoihow Pak Kup | 23 |
| " Quail—Um-Chun | 16 |
| " Rice Birds—Wo Fa Cheuk | dozen |
| " Snipe—Sa Chui | each |
| " Turkeys, Jack—Fo Kai Kung | 40 |
| " Hen | Na |
| " Wild Ducks, Shanghai, Sui-ap | pair |
| " Teal, Shanghai, Sui Ap Chai | 45 |
| " Wild Ducks, Canton—Sang Shing Sui | 80 |
| " Apen | per pair |

FISH.

| | |
|---------------------------------------|----|
| Barbel—Ka Yu | 13 |
| " Bream—Bin Yu | 13 |
| " Canton Fresh Water Fish—Hoi Sin Yu | 13 |
| " Carp—Li Yu | 13 |
| " Catfish—Chik Yu | 13 |
| " Codfish—Mun Yu | 13 |
| " Crabs—Hoi | 13 |
| " Cuddles—Luk Yu | 13 |
| " Dab—Sa Mang Yu | 13 |
| " Dace—Wong Mei Lun | 13 |
| " Dog Fish—Tit Tu Sa | 13 |
| " Eels, Congor—Hoi Man Yu | 13 |
| " Fresh water—Tam Sui Yu | 13 |
| " Yellow—Wong Sin | 13 |
| " Frogs—Tien Kai | 13 |
| " Garoupa—Sek Pan | 13 |
| " Gudgeon—Pak Kup Yu | 13 |
| " Herrings—Tao Pak | 13 |
| " Halibut—Cheung Kwan Yu | 13 |
| " Loach—Wu Yu | 13 |
| " Lobsters—Lung Ha | 13 |
| " Mackerel—Chi Yu | 13 |
| " Monk Fish—Mon Yu | 13 |
| " Mullet—Chai Yu | 13 |
| " Oysters—Sang Hoi | 13 |
| " Parrotfish—Kai Kang Yu | 13 |
| " Perch—Tau Loo | 13 |
| " Pike—Fa Paw Poong | 13 |
| " Plaice—Pan Yu | 13 |
| " Pomfret, Black—Hak Chong | 13 |
| " Pomfret, White—Pak Chong | 13 |
| " Prawns—Ming Ha | 13 |
| " Ray—Pei Pa Sa | 13 |
| " Rock Fish—Sek Kau Kung | 13 |
| " Roach—Chun Yu | 13 |
| " Salmon, (C'lon), fresh water—Ma Yau | 13 |
| " Yu | 13 |
| " Shark—Sa Yu | 13 |
| " Skate—Fo Yu | 13 |
| " Shrimps—Lap Yu | 13 |
| " Sole—Tat Sa Yu | 13 |
| " Tench—Wan Yu | 13 |
| " Turbot—Cho Hoi Yu | 13 |
| " Turtles, small, fresh water—Keok Yu | 13 |
| " White Bait—Ngan Yu Chai | 13 |

FRUITS.

| | |
|--|----|
| Almond—Hung Yan | 10 |
| " Apples, (California)—Kam San Ping | 10 |
| " (Chefoo)—Tin Chun Ping | 10 |
| " (Koo)—Tin Chun Ping | 10 |
| " Small—Hoi Tong | 10 |
| " Custard—Fan Lai Chai | 10 |
| " Bananas, fragrant, Canton—Sang Sheng | 10 |
| " Heung Chiu | 10 |
| " (brides), Macao—San Heung Chiu | 10 |
| " Chestnuts, Chinese—Foong Lut | 10 |
| " Camembol—Yeung Tou | 10 |
| " Cocoanuts—Yeh Tsz | 10 |
| " Grapes—Sin Tai Tsz | 10 |
| " Lemons, China—Ning Moong | 10 |
| " Amer—Kum San Ning Moong | 10 |
| " Lichees, Dried—Lai Chi Con | 10 |
| " Limes, (Sangon)—Sai Kung | 10 |
| " Mango, Manila—Lui Sang Moong | 10 |
| " Mango, Saigon—Sai Kung Moong | 10 |
| " Mangosteens, San Chuk Tsz | 10 |
| " Oranges, (Canton)—Sang Sheng Tim | 10 |
| " Chang | 10 |
| " Small—Tai Kut | 10 |
| " Mandarin—Tim Kut | 10 |
| " Olives—Pak Lam | 10 |
| " Pears, (American)—Kam San Shut Li | 10 |
| " (Canton), Cooking—Sai Li | 10 |
| " (Shanghai)—Sheung Hoi Li | 10 |
| " Peanuts—Fa Sang | 10 |
| " Persimmons Large—Hung Chie | 10 |
| " Pine-apples, 1st quality—Sheung Poon | 10 |
| " 2nd quality—Sheung Poon | 10 |
| " Paw-law | 10 |
| " Paw-law and cooking—Chung-tang | 10 |
| " Pistons—Tai Chai | 10 |
| " Plums, Swatow—Hung Lai | 10 |
| " Punolo, Siam—Chim Lo Yau | 10 |
| " Walnuts, Hop Tsz | 10 |
| " Green—Sang Hop Tsz | 10 |

VEGETABLES, &c.

| | |
|--|---|
| Artichokes, Shanghai—Sheung Hoi Ab | — |
| " Chi Chuk | — |
| " Beans, (French) Macao—Oh Moon Pin | 8 |
| " Pin Tau | — |
| " Beans, (French), Shanghai—Sheung Hoi | |

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28 & 34, QUEEN'S ROAD CENTRAL,
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Everything for Ladies' and
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BOOTS AND SHOES.

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UP-TO-DATE GENTS' DEPARTMENT AT

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